



## **NEPA/404 MERGER MEETING MINUTES**

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**MINUTES OF MEETING**

**Date:** April 28, 2003

**Time:** 10:10 A.M.

**Place:** Illinois Department of Transportation – District 4  
Peoria, Illinois

**Subject:** **NEPA/404 MERGER PROCESS  
COORDINATION MEETING**  
U.S. Route 20 (FAP 301)  
Section 43-1, -2, -3, -4, -5 & 177-1  
Jo Daviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Design Study - Freeport to Galena

**Submitted By:** Daniel J. Loftus, P.E.

**Attachments:** Preferred Alternate

**MINUTES:**

The purpose of this meeting was to present the Preferred Alternate that would be identified in the Draft Environmental Impact Statement (Draft EIS), expected to be released for public comment in June of this year.

- 1) Berger presented a brief history of the selection of the Preferred Alternate – Alternate 2, Longhollow Freeway with the South Simmons Mound variation – and the status of the Draft EIS.
- 2) Berger presented the Preferred Alternate as identified in the Draft EIS (in conjunction with the handout) and a summary of the environmental impacts. These impacts included agriculture, cultural, upland forest, habitat fragmentation, threatened and endangered species, special waste, stream crossings, floodplains, wetlands, and mitigation. [This same presentation was presented to the U.S. Army Corps of Engineers (USCOE) (John Betker) on Friday, 25 April 2003.].
- 3) Berger reviewed the public involvement on this project, which consist five (5) individual work groups representing the varied interests of agriculture, government, economic development, environment and tourism. Each work group was comprised of numerous members that shared a common interest in the particular group they joined. The work groups in return reported to a ten (10) member Advisory Council which consisted of the chairperson and another representative from each of the work groups. It was the Advisory



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Council's position to take information and advisement from each work group, and ultimately come up with a recommended alignment representing the best possible choice to accommodate the general public's interests. The Advisory Council unanimously recommended Alternate 2 – Longhollow Freeway with South Simmons Mound.

- 4) Illinois Department of Natural Resources (IDNR) stated that they would like to see the wetland mitigation in the same water basin or additional documentation on why the wetland mitigation has to be in another water basin. It was requested that IDNR review the DEIS text/commitments and follow up with any questions they may have.
- 5) U.S. Environmental Protection Agency (USEPA) asked if avoidance of wetlands was considered in the development of the Preferred Alternate. Illinois Department of Transportation answered that along the Preferred Alternate there are approximately 300 wetlands with only nine wetlands being impacted. Avoidance was considered as the first course and was successful with regard to higher quality wetlands.

**CONCURRENCE:**

Concurrence was received from U.S. Fish and Wildlife Service, Illinois Department of Agriculture, USEPA, INDR, and USCOE (4/25/03) that the Preferred Alternate – Longhollow Freeway with South Simmons Mound Alternate is indeed the alternate that should be carried forth in the Draft EIS.

The meeting ended at 10:45 A.M.



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**MINUTES OF MEETING**

**Date:** April 19, 2002

**Time:** 2:00 P.M.

**Place:** Federal Highway Administration Building  
Springfield, Illinois

**Subject:** **NEPA/404 MERGER PROCESS  
COORDINATION MEETING**  
U.S. Route 20 (FAP 301)  
Section 43-1, -2, -3, -4, -5 & 177-1  
Jo Daviess and Stephenson Counties  
Job No. P-92-004-92  
US 20 Design Study - Freeport to Galena

**Submitted By:** Daniel J. Loftus, P.E.

**Attachments:** Preliminary Alignments (dated June 6, 2001)  
"DRAFT" Impacts Matrix

**MINUTES:**

The purpose of this meeting was to present the Selected Alternative that would be identified by the Department of Transportation as the preferred alignment in the Draft Environmental Impact Statement (Draft EIS), expected to be released for public comment this year.

- 1) Berger presented the "DRAFT" Purpose and Need Statement for the Preliminary Draft EIS submitted to the department in July 2001 (not attached.) Berger stated that the comments made as a result of the previous NEPA/404 meeting (09/27/97) had been incorporated.
- 2) Berger presented a summary drawing of all alignments considered in the PDEIS. A discussion regarding some of the specific history of each alignment occurred.
- 3) Berger discussed the public involvement on this project, which consisted of the formation of the five (5) individual work groups representing the varied interests of agriculture, government, economic development, environment and tourism. Each work group was comprised of numerous members that shared a common interest in the particular group they joined. The work groups in return reported to a ten (10) member Advisory Council which consisted of the chairperson and another representative from each of the work groups. It was the Advisory Council's position to take information and advisement from each work group, and ultimately come up with a recommended alignment representing the best possible choice to accommodate the general public's interests.



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- 4) Berger indicated that the Advisory Council had presented a unanimous recommendation for the Long Hollow Freeway alignment with the South Simmons Mound variation. Berger referred to an oversized exhibit indicating this alignment.
- 5) IDNR inquired about the impacts of the alignment. Berger referred to the Impacts Matrix presented in the PDEIS stating that the alignment shown represents the least negative impacts on the environmental issues considered. Further, as stated in the Advisory Council's report, the alignment, in their opinion, best preserves Prime and Important farmland, best facilitates local travel needs and involves fewer interchanges and bridges, thus reducing impacts further.
- 6) Berger stated that based on the analyses completed and review of the overall impacts of each alignment considered, the Long Hollow Freeway alignment with the South Simmons Mound variation is the preferred alignment. FHWA stated that this seems like the logical preferred alignment in their opinion; however they had not had an opportunity to review the PDEIS prior to this meeting.
- 7) The USEPA expressed concern with concurring in the Selected Alternative at this point in time, until they had an opportunity to review the more comprehensive discussion and comparisons of impacts to be included in the Draft EIS. The U.S. Corps of Engineers, U.S. Fish and Wildlife Service and IDNR expressed a similar preference. The agencies did understand that the department would be identifying the Long Hollow Freeway alignment with the South Simmons Mound variation as the preferred alignment in the Draft EIS.
- 8) Berger inquired about the revisions to the Draft EIS currently underway. A general discussion ensued regarding the status of changes being made to the Draft EIS resulting from an internal department review meeting that occurred at the end of January and the potential timeframe for release of the Draft EIS to the review agencies and the public.

**CONCURRENCE:**

FHWA stated that the presentation of the preferred alignment seemed to be the reasonable choice, however they indicated that the project decision of the FHWA on the selected alternative could not occur until the completion of the EIS process. It was agreed that concurrence on the Long Hollow Freeway alignment with the South Simmons Mound variation would be sought from USEPA, IDNR, USCOE, USFWS and IDOA after submittal and review of the DEIS.

The meeting ended at 3:00 P.M.

**NEPA/404 Merger Meeting**

April 19, 2002

Name	Agency/Title	Phone
Vince Madonia	IDOT D-6, Squad Leader	785-9046
Forman Hardwick	IDOT D-6, Studies & Plans Engineer	782-4760
John C. Negangard	IDOT D-6, Studies & Plans Project Engineer	782-6990
Dennis O'Connell	IDOT D-6, Environment	785-9727
Debbie Spranger	CH2M Hill, Planner	773-693-3809
Larry Piche	IDOT, Enviro. Section Chief	782-4770
Barbara Stevens	IDOT, Env. Socioeconomics	217-785-4245
Terry Savko	IL Dept. of Agriculture/BLWR	217-785-4458
Janel Correa	IDOT, Environmental Resource Coordinator	217-558-4752
Heidi Woeber	USFWS, Rock Island	309-793-5800 X517
John Betker	Corps of Engineers	309-794-5380
Steve Hamer	IL Dept. of Natural Resources	217-785-5500
Charles Perino	IDOT, Env. Natural Resources	217-785-2130
Ken Westlake	US EPA, NEPA Program	312-886-2910
Newton Ellens	US EPA, NEPA Program	312-353-5562
Kathy Ames	IDOT, BDE	217-785-0203
J.D. Stevenson	FHWA	217-492-4638
Jan Piland	FHWA, Planning/Prog. Engineer	217-492-4989
Larry Martin	CH2M Hill	773-693-3809
Paula Green	IDOT, District 4	309-671-3478
Greg Larson	IDOT, District 4	309-671-3479
Jere J. Hinkle	Parsons	312-930-5149
Tony Pzkeltis	Parsons	312-930-5268
Michael Bruns	IDOT, Bureau of Design & Environment	217-782-7077
Lawrence R. Hill	IDOT – District 2	815-284-5450
Frank Hartl	IDOT, RXR	217-782-0697
Arlene Kocher	FHWA, Transportation Engineer	217-492-4628
Jim Reichel	Louis Berger & Associates, Inc.	312-620-8226
Daniel Loftus	Louis Berger & Associates, Inc.	312-630-8224



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## NEPA/404 MERGER PROCESS U.S. ROUTE 20 COORDINATION MEETING

Date: September 29, 1997

Time: 1:00 p.m.

Place: Illinois Department Of Transportation  
Central Office, Springfield

Subject: U.S. Route 20  
Galena to Freeport, Illinois

OK  
CONCUR

By Steve Hamer  
Division of Impact Analysis  
12-12-97 DEG  
IDNR

Attendance:	Steve Hamer	IDNR	Barbara Stevens	IDOT-Central Office
	Varghese Kurien	IEPA	Cindy Parker	IDOT-Central Office
	Cassandra Rodgers	IDOT-District 2	Kathy Ames	IDOT-Central Office
	Larry Hill	IDOT-District 2	Dennis Johnson	FHWA
	Mike MacMullen	USEPA	Butch Waidelich	FHWA
	Mike Bruns	IDOT-Central Office	Kevin J. Kell	Berger
	Charles Perino	IDOT-Central Office	Matthew Macchio	Berger
	John Wegmeyer	IDOT-District 2	Ken Hess	Berger
	Paul Tufts	FHWA	Paul Biggers	JDQ
	Serin Park	FHWA	Joseph Catalano	Berger
	Wayne Fischer	USFWS	K. Hoernschmeyer	FHWA
	John Betker	USACOE		

The purpose of the meeting was to obtain concurrence on both the Purpose & Need document and the range of alternatives being studied for the U.S. Route 20 project in Jo Daviess and Stephenson Counties(See attached map).

Berger began the meeting with a brief history of the project and a summary of the 4/29/96 NEPA/404 meeting. Berger stated that the revised Purpose & Need had been edited based on input from the 4/29/96 meeting as well as Central Office and District 2 comments. Berger stated that there was concurrence by the Central Office and FHWA in the Purpose & Need as shown in the minutes of the 4/29/96 meeting.

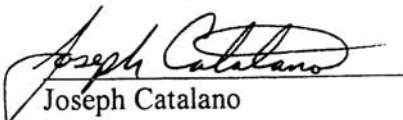
During and after the presentation of the following comments/statements were made:

- USEPA stated that the P&N does not give the existing or future level of service by segment and they feel it should. Berger will revise the P&N to incorporate this information.
- USEPA questioned whether there was any significant push for a 2-lane improvement from the public. Berger responded that there is a general consensus that some type of 4-lane facility is needed.



- USEPA questioned whether the best possible 2-lane facility would satisfy safety concerns. Berger stated that geometry related safety concerns could be addressed with a new 2-lane facility but that other safety concerns and inadequate capacity would remain a major problem.
- FHWA stated that the P&N was presented well.
- IDOT-Central Office asked whether permit needs have been developed any further. Berger stated that permit requirements have not been identified, but that the alignments have been moved to avoid almost all wetlands and the alignments may still be moved upon review comments from the District and Central Office.
- COE asked which alignments will need individual permits. Berger stated that this has not been determined at this time pending District approval of the alignments. COE stated that if no individual permits are required then they do not need to be involved in the NEPA/404 process.
- USEPA asked whether there are any overriding impacts determined at this point that lean toward a particular alignment. Berger responded that based on current information, there is no preference for a particular alignment.
- District 2 asked at what point can an alternate be dismissed. FHWA stated that there is no exact point. An alternate can be dismissed anytime if it can be shown on paper with valid information in a convincing manner that it is no longer viable.
- IDOT-Central Office stated that the P&N should be revised to reflect the LOS by segment discussion. Berger stated these revisions could be accomplished in a week and a half.
- USEPA stated that they view the alignment with the least amount of wetland impact as the environmentally preferred alternate.
- FHWA and IDOT-Central Office will meet with USEPA to discuss the P&N after LOS revisions have been incorporated. If it is shown that the LOS for the existing 2 lane facility is inadequate, the USEPA will provide concurrence on range of alternates currently being studied.
- The other agencies in attendance concurred that the range of alternatives currently being studied sufficiently addresses the P&N.

Meeting ended at 2:15 p.m.

  
Joseph Catalano

cc: Attendees

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**Sign-In Sheet**  
NEPA/404 MERGER MEETING  
September 29, 1997

Name	Organization	Telephone No.	Fax No.
Kevin Kell	LOUIS BERGER ASSOC., Inc.	(312) 663-4141	(312) 341-5685
PAUL RIGGERS	JDO	217 824-4534	217 529-8278
Math Maschard	Louis Berger	217 744-0603	
Steve Homan	IDNR	217 785-5500	
Joe Catalano	Louis Berger & Assoc.	312-663-4141	312-341-5685
VARGHESE KURIEN	IEPA, Springfield	217/782-0610	217/782-9891
Christina Ridgway	IDOT - D-2	815/284-5455	
Gregory J. Hill	IDOT D2	815 284 5450	
Mike McMullen	USEPA	312/886-7342	312/353-5374
Michael Buns	IDOT - Springfield	217-782-7077	217-524-9356
JOHN BETKER	CORPS - Rock Is.	309 784-5380	5191
Charles Perino	BDE - IDOT	217 785-2130	
JOHN WEGMEYER	IDOT Dist 2	815-284-5351	815-284-5903
PAUL TUFTS	FHWA	708-283-3540	708-283-3500
SERIN PARK	FHWA	217-492-4626	217-492-4621
Wayne Fischer	USFWS	(309) 793-5800	309-793-5804
Barbara Stevens	IDOT - BDE	217 785 4245	
CINDY PARKER	IDOT - BDE	217 785 2833	
Kathy Ames	IDOT - BDE	(312) 785-0203	217-524-0989
Ken Ness	Louis Berger & Assoc.		
Deann Johnson	FHWA	217-492-4627	217-492-4621
Butch Waidehch	"	" " - 4622	"
Krieth Hoernschmayer	"	" " - 4620	"

**Sign-In Sheet**  
NEPA/404 MERGER MEETING  
September 29, 1997

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